

Road Runner

<http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm>

Winter 2006-07

The EAF Gets a New Chair!

The Employee Advisory Forum uses the results of the Employee Engagement Survey, along with direct input at the grassroots level from staff around the Province, to work towards improving the work environment for all MoT employees. EAF members receive input from staff and direct those issues to the appropriate EAF team to work on. We are a conduit of communication to and from Executive, having had two extremely positive team leader meetings with the Assistant Deputy Ministers and Deputy Minister John Dyble. Executive's encouragement and support have helped to fuel the enthusiasm all Forum members have for the work we are doing. However, only through continued employee input and support can the EAF continue to meet its goals.

The Forum plays an advisory role on many new initiatives within MoT. Our members have been asked for input and participation on many of the exciting developments happening in Human Resources and in other Branches and Departments of the Ministry. Work is ongoing in areas like recruitment, succession planning, communications and workload issues. To date the EAF has had some great successes:

- The EAF website is a living entity, with continuous updates and new additions to the site;
- The Career Start Initiative (CSI) webpage has provided both new and existing employees with a wealth of information on career development and training. Recently a one-stop-shopping health and safety page was added to the site providing staff with a fantastic resource for the resolution of health and safety issues;
- The recognition toolkit has been developed to help employees decide how to recognize a fellow staff member;
- The Dan Doyle Leadership Award promotes great leadership within the Ministry;
- The Forum continues to fund the beloved Road Runner, having assisted with a re-vamp based on employee input. We also craft a career tip in every issue;
- The "MoT 20/20 Visioning Workshop" was a huge success and provided managers with the tools they need to help employees see their role in the "big picture" of the business of the Ministry of Transportation;
- The EPDP process has been restructured to link the vision, mission and goals of the Ministry with each individual's performance plan;
- A dynamic new screen saver has been launched and downloaded to computer screens across the Province; and
- We have put the people statement back into the Service Plan: "Treats its employees with respect, values them as its most important asset and solicits their opinions for continuous improvement", "We respect the people we serve and work with".

Your Employee Advisory Forum continues to work on new initiatives as 2007 begins. A supervisory workshop is currently being developed in consultation with BCIT, for staff who work in a managerial capacity. We continue to support and deliver the Annual Work Environment Survey as the results help us to direct our efforts in appropriate areas. We are strong supporters of Act Now BC and you will soon see an announcement regarding a new and exciting Act Now BC initiative. Stay tuned for

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Editor's Note...

This is a smaller issue of the Road Runner due, no doubt, to well-deserved winter vacations, seemingly never ending winter storm damage to attend to and the increased frequency of Road Runner publication. As always, sincere thanks to all the contributors.

*"If I am going to continue growing
and developing, I have to go embrace the
idea of trying something and failing.
That will take me a further than
doing nothing and succeeding."*

— Jim Clemmer

Failing is something that we all seem to like to avoid. However, it's better to try and fail but reap the benefits of lessons learned and knowledge gained that will last a lifetime than be a passive participant in life. Be brave and try something new! Others will gain from your example and experience too.

— Cindi Trowbridge



**Photos of Burnaby from the Metro Tower
were taken by Hamid Mohmand, P.Eng.
District Engineer, New Westminster.**



New EAF Chair (continued)

more information on this team building, healthy-living, work-life balance project!

This year a new Chair has been appointed to the EAF to continue the tradition of exceptional leadership demonstrated by the first Chair of the Forum, Lisa Gow. Lisa's efforts in getting the Forum off the ground, organizing the teams and encouraging and supporting the work of Forum members means the new Chair has some very big shoes to fill! It is with great excitement that we welcome our new leader, Grant Lachmuth, District Manager, Transportation from the Okanagan-Shuswap District.

Grant's vision for the EAF is to see continued success and support from Executive and employees alike. Through Grant's strong leadership and commitment to the vision, mission and goals of our organization, the Forum will no doubt continue to make great strides towards a healthy, balanced work environment. Our new Chair brings a wealth of experience in directing change, promoting a vibrant workplace and welcoming creative initiatives. Having worked his way up in the Ministry, Grant has a very grassroots perspective and approach to improving the work environment. We are confident he will continue to lead our members in the tradition of success that Lisa has so successfully crafted. Welcome Grant!

Grant's vision for the EAF was communicated to all the EAF members via conference call in early January. He sees us as continuing to work in an advisory capacity

on various MoT initiatives, but also to continue in our role as a communication conduit between employees at all levels and the Executive. He recognizes that each Forum member has "a day job" and that only through our commitment to the organization do we make time to contribute to the successes of the EAF. He has been concentrating his efforts on learning about our past successes and work that has been done to date but is looking forward to participating and actively listening at the next full forum meeting in early May. We look forward to his pro-active and innovative leadership style in his role as our new Chair.

As we continue to work on ways for effective implementation of our deliverables, it is only with your continued input, encouragement and support that we will reach those goals. Very soon we will be recruiting new EAF members as we begin a gradual turn over of members to ensure continued enthusiasm and fresh thinking. If you are interested in participating on this innovative team, please contact Susan Ingram to throw your hat in the ring.

On behalf of the Forum, I would like to thank each and every one of you for your support to date. If you have any concerns, issues or comments for the Employee Advisory Forum, please don't hesitate to contact your local member or any of the EAF participants.

Stephanie Livingstone

Team Leader, Talk the Walk

On behalf of the Employee Advisory Forum

WANT TO RECOGNIZE SOMEONE FOR THEIR EFFORTS?

Checkout these websites:

<http://gww.th.gov.bc.ca/gwwhr/Content/Home/ERP/erp.asp>

http://www.bcpublicservice.ca/awards/saa/saa_index.htm

http://gww.th.gov.bc.ca/EAF/RecognizingEmployeesTeams_intra.asp

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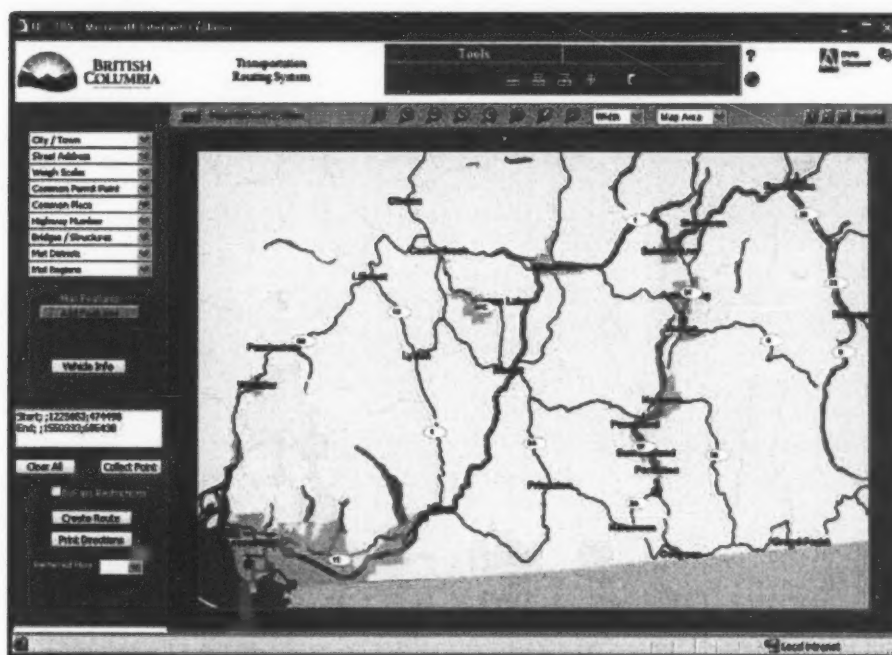
Project Update from the BC Transportation Permit System (BCTPS)

Submitted by Doug Elliot, Manager Commercial Transport Program, Victoria

Following the success of the October Kick-Off held in Richmond for both internal and external stakeholders, the BCTPS project team held another presentation and demonstration system for the people at HQ in Victoria. The audience participated in real-time demonstrations providing an opportunity for the project team to answer questions and show specific components of the BC solution. The project team is looking forward to a continuing dialogue via these types of demonstrations with stakeholders from all over the province as the BC TRAVIS solution matures over the coming months.

The successful implementation of the BCTPS solution will ultimately position BC MoT to support one-stop shopping for the trucking industry in Alberta and British Columbia. Doug Elliot, BCTPS Business Owner, and his project team are working closely with Imants Kruminis, Alberta's TRAVIS Business Manager, and the Alberta TRAVIS business and development team. Doug's BCTPS team has begun developing BC permit types using the TRAVIS permit system

The BC Transport Permit System (BCTPS) Project is comprised of both a permit system and a routing application. This picture is a snapshot of a route derived (marked in green) using the BC routing application. A similar tool will eventually be available to our clients to enable them to safely plan their transportation routes.



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Doug Elliot, the Business Owner, believes that "his project team is doing the right things and can demonstrate their progress with the working prototypes. The challenges are many and in particular the challenge of stakeholders dispersed throughout the province is significant. Continuing to take the BC solution to the stakeholders throughout the project will be a key success factor. These demonstrations will provide great opportunities for the team to take the BC solution to the people whose input is valued. This will inform the team and the stakeholders and ultimately improve the solution."

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BCTPS Update (continued)

Greg Gilks, the Project Sponsor, is pleased to report that "the project is on track. This is a major initiative for the ministry which is especially time-sensitive because it is essential for the new permitting model which will be implemented with the roll-out of the Provincial Permit Centre. Without BCTPS, the PPC will not be able to effectively deliver its mandate. Fortunately the ministry has excellent teams working on each project to ensure coordinated delivery."

Frequently Asked Questions

Question: What is TRAVIS?

Answer: TRAVIS stands for Transportation Routing and Vehicle Information System. This system was developed for the province of Alberta.

Question: What is BC TRAVIS?

Answer: BC TRAVIS will be the BC version of the current Alberta TRAVIS solution. The Alberta TRAVIS solution requires modification to support the business requirements of BC's Commercial Transport Program. BC TRAVIS will primarily be a commercial transport permit administration system. There is a back office component to support BC's Provincial Permit Center (PPC) functions and a Web component to support permit applications via the Internet for BC clients.

Question: What is BCTPS?

Answer: BCTPS is the BC Transportation Permit System. BCTPS is a complete business solution that includes BC TRAVIS as well as a routing application, functionality to access and update external systems such as ICBC, and the decommissioning of the current Commercial Transport Management System (CTMS).

Question: How does BCTPS fit-in with the Provincial Permit Centre (PPC)?

Answer: The BCTPS is a separate but complementary initiative to the PPC. Both initiatives are by the Ministry of Transportation. The two project teams are working closely together to ensure that the two initiatives are harmoniously integrated. Together, the BCTPS and the PPC will create a state-of-the-art permitting system that provides the highest level of service to customers in British Columbia.

Question: Where is the PPC located?

Answer: The PPC will be housed on the third floor of the Provincial Government Building in Dawson Creek.

MoT RECOGNITION & AWARD PROGRAMS

for more info visit:

<http://gwww.th.gov.bc.ca/gwwhr/Content/Home/ERP/erp.asp>



Winter photo by **Hamid Mohmand, PEng**, District Engineer, New Westminster.



Old Babine Lake Road with Astlais Mtn. by **Ron Wiebe**.

Depression

Submitted by Josie Jones

The following is taken from the Mood Disorders of Canada website at: www.mooddisorderscanada.ca/depression/index.htm

We all feel 'blue' from time to time. Sadness is an important part of living. It helps us understand our inner world, communicate with others and gives richness and meaning to our lives. Where the 'normal' sadness that comes from the inevitable losses and frustrations of daily life, parts company with depression as an illness, is the severity, duration and the degree of disability that depression can cause.

Depression occurs along a continuum from mild to life threatening. Some mild episodes of depression may resolve with time, aided by making important adjustment to ones daily routines, and by seeking out the support of others.

However, major or clinical depression is a serious, debilitating illness that intensely affects how you feel, think, and ultimately how you behave. Depression can last for years and without treatment can cause permanent disability. It is a profoundly painful, distressing disorder that rarely can be overcome without external help. No amount of 'pulling up your sock', true grit and determination, positive self-talk, love and support will lift the dark veil of depression. It is an illness and it needs treatment.

Fifteen percent of people suffering from depression will take their lives by suicide. This is a higher mortality rate than cancer and heart disease. Depression as an illness should be treated with the same degree of concern and urgency as other life threatening conditions.

Each individual experiences depression in his or her own unique manner. However, the following signs and symptoms are commonly reported and are used in making a diagnosis of depression.

Physical Changes

- Changes in appetite - with a resultant loss or weight gain.
- Sleep disturbances- with trouble falling asleep, staying asleep or sleeping too much.
- Sleep, when it comes, is not restorative. Feeling worse in the morning.
- Decreased energy, with feelings of weakness and physical fatigue.
- Some people experience agitation with restlessness and a need to move.
- Phantom pains, headaches, muscle aches and pains, with no known physical cause.
- Gastrointestinal upsets- constipation.

Changes in Thinking

- Thoughts are slowed, difficulty thinking, concentrating or remembering information.
- Decision-making is difficult and often avoided.
- Obsessive ruminations, sense of impending doom or disaster.
- Preoccupation with perceived failures or personal inadequacies.
- Harshly self critical and unfairly judgemental.
- In extreme cases there can be a loss of touch with reality, perhaps hearing voices (hallucination) or having strange fixed ideas (delusions).
- Persistent thoughts of death, suicide or attempts to hurt oneself.

Changes in Feeling

- Loss of interest in activities that were once a source of pleasure.
- Decreased interest in and enjoyment from sex.
- Feelings of worthlessness, hopelessness, and excessive guilt.
- Deadening or an absence of feelings.
- Sense of overwhelming or impending doom.
- Loss of self-esteem.
- Feeling sad, blue, down in the dumps.

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Depression (continued)

- Unexplained crying for no apparent reason.
- Irritability, impatience, anger and aggressive feelings.

Changes in Behaviour

- Withdrawal from social, work and leisure activities.
- Avoidance of decision-making.
- Neglecting duties such as housework, gardening, paying bills.
- Decrease in physical activity and exercise.
- Reduced self-care such as personal grooming, eating.
- Increased use of alcohol or drugs (prescription and non prescription).

If you, or someone you love, are experiencing symptoms of depression, most of the days, and for longer than a two-week period contact your family doctor. It is important not to try and diagnosis yourself or wait in hope that depression will just go away. A careful medical work-up is also essential to rule out other potential causes for how you are feeling, make an accurate diagnosis and start a treatment program, which will help you get better.

The earlier treatment is initiated the quicker and more complete recovery will be. Without treatment, symptoms may last for months or even years and the risk of recurrent episodes is high. There is no way of predicting how long an episode will last. The good news is that most people who are treated for depression experience a complete recovery.

Development Approvals Conference 2006

The theme of the 2006 Development Approvals Conference held October 17th and 18th in Richmond was, "Strengthening our Networks across British Columbia". The conference was organized by David Fisher, Jim Prewett and Deborah Miller.

The conference brought together over 110 Development Approval staff, resources and experts in practice. Participants found a high level of common interest and a strong sense of fellowship, coupled with a willingness to discuss even the most difficult issues.

For more information about the conference including presentations, reports and photos go to:

<http://lmb.isb.th.gov.bc.ca/Conference/Overview/default.aspx>



See the new Recognition Toolkit on the EAF website at:
<http://gww.th.gov.bc.ca/eaf/recognition.asp>

A Farewell to Remember for Gregg Singer

Submitted by Suzanne Fitzpatrick, Administrative Assistant, BIP, Victoria

How do you provide a first class Senior Project Director, such as Gregg Singer, a farewell celebration worthy of his high standards as well as his incredible sense of fun?

This proved to be a daunting task that took a panel of friends and co-workers several weeks to meet, brainstorm, bicker, laugh, bicker, and finally bring to a close just as the cut-off date was fast approaching.

Everyone who attended the retirement party for Gregg Singer at the Harbour Towers Hotel on November the 8th, were privileged to witness a room brimming with genuine warmth and anticipation for an entertaining event.

Even prior to Gregg's arrival there was a quiet atmosphere of expected enjoyment and camaraderie and those who did not know one another mingled willingly as they all had some brand of positive connection with the man of the hour.



Many guests knew of the secret plan in place for the arrival of Gregg's parents, Eileen and Jack Singer, traveling all the way from Ottawa along with their other son, Jeff. When they arrived with Gregg's daughter Emily, they were quickly tucked away to the upper level as a surprise for Gregg.

Although Eileen and Jack had endured a stressful trip over with delays which included Eileen losing her purse, they were both thrilled to be here in Victoria for the event. You could immediately see where Gregg inherited his good looks, sense of humour and positive attitude from!



"I never thought I would be attending my own son's retirement party. It is one celebration you just don't ever envision as a mother!" she laughed.

Gregg Singer's history as a ministry employee started 1975 in Ottawa as a Planning Technician and then a Systems Planning Engineer. In 1978 he made the move to BC and joined the Transportation Design Engineering group. From there through to 1990, he has been Project Coordinator on the Coquihalla, Project manager on the Okanagan Connector and Cache Creek to the Rockies Program. And most significantly in 1990 to 2000, he was the Project Director on the Vancouver Island Highway Project and up until his retirement, he was Project Director

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Gregg Singer (continued)

on the Border Infrastructure Program and as the Technical Director on the Gateway Project. Gregg has received the Queen's Golden Jubilee Gold Medal, the CEBC Award of Excellence for Project Management and he received the Premier's award for Leadership in 2004.

It is absolutely apparent that Gregg's skills and accomplishments go well beyond his achievements on paper and awards. The man exudes professionalism, honesty, integrity and a personal style and talent for motivating even the most impassive sorts. Gregg has the rare and unique ability to put people at ease as he works with them and draw out their own individual talents.

If Gregg had decided to make a career as a Hollywood actor, I'm certain



that Harrison Ford would have lost out on his Indiana Jones part to Gregg! And what about Gregg Singer as the commander Jean-Luc Picard of the Star Ship Enterprise? This was the running joke at the office of the Vancouver Island Highway Project. "Make It So", was his sig-

had Gregg dressed up with the help of Deborah Miller as their beloved chief.

After a fabulous gourmet buffet dinner, there was plenty of comical and affectionate reminiscent speeches from MoT's John Dyble, Peter Milburn, Bruce McKeown, Paul Baal, Alex Izett, a consultant from UMA Engineering and also from Gregg's brother Jeff. The MC of the evening Jack Stuempel gave a fabulous closing with a rap song about Gregg that had everyone in fits of laughter! But perhaps the *crème de la crème* for Gregg was the work from Al Szczawinski's department to bring in Jessie Singer, Gregg's eldest daughter, currently studying in Stockholm, via webcam live to speak to the party over a large screen.

Gregg Singer was suitably honoured and overwhelmed with the outpouring of good intent, genuine compassion and hard work that contributed to this memorable event. Gregg's hard work and respect for others has made him a true leader and team builder that will be greatly missed at 940 Blanshard.



nature motto borrowed from the Starship commander. On this special night at Harbour Towers, Gregg's longtime friend and colleague, Svein Haugen,



From the Archives...

Mark was our "superman" and McBride DHM from December 1993 to December 1996. It was awkward at times...because he wore the costume all the time (except on wash days when he wore the bunny suit)...but we loved him just the same.

Mark reports, "I still have the suit but it doesn't fit so well any more and clashes with the grey hair."

The ICE Approach to Emergency!

Submitted by Rob Struthers, Regional Project Manager, Prince George

A recent article from the Toronto Star, "The ICE idea", is catching on and it is a very simple, yet important method of contact for you or a loved one in case of an emergency. As cell phones are carried by the majority of the population, all you need to do is program the number of a contact person or persons and store the name as "ICE".

This idea is the brainwave of a paramedic who found that at accident scenes, patients invariably had mobile phones, but the emergency staff didn't know which numbers to call. He thought that it would be a good idea, therefore, if there was a nationally recognized name to file "next of

kin" under. Following a disaster in London, the East Anglican Ambulance Service launched a national "In Case of Emergency (ICE)" campaign.

The idea is that you store the word "ICE" in your mobile phone address book, and with it enter the number of the person you would want to have contacted "In Case of Emergency". This would enable Emergency Services personnel and hospital staff to contact your next of kin simply dialling the number programmed under "ICE".

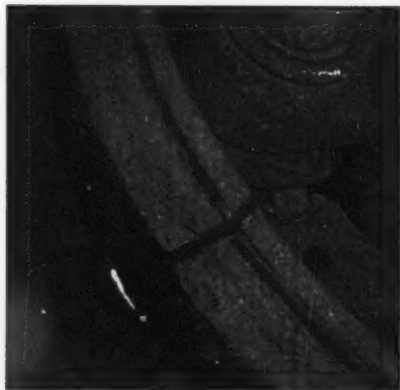
Please consider doing this. It really could save your life, or put a loved one's mind at rest. For more than one contact name simply enter ICE1, ICE2, ICE3 etc.

A great idea that could make a real difference!

I'm CVSE and I'm Proud!

Submitted by Kim Knott and Lester Unrau, Hope

Staff sure can be proud of the job they do when you see the stuff they find and take off the road:



Cracked drum



Broken spring



Who wouldn't feel a sense of pride working in such a great location? Most of our CVSE stations are in some beautiful areas of BC.

Please submit your photos with a description to **Kim Knott** or **Cindi Trowbridge** for the next issue of the Road Runner.

Take Your Kid to Work Day

Submitted by Suzanne Fitzpatrick
Administrative Assistant, BIP

It was "Take Your Kid to Work Day", November 1st and I thought it would be interesting for my son Tye to accompany me to the government offices and experience the civil servant life. I envisioned him helping me with PowerPoint presentations, scanning, printing and documenting large maps.

However, our day started out much differently than I thought or planned. We never did make it to work that day.

Soon after passing Hartland Landfill, descending down on Willis Point Road, I realized my small Tracker was sliding on ice out of my control. We slid over to the left-hand lane just missed a concrete pole and we turned over onto the turf. There were loud, long scraping noises and I heard glass shattering as the small vehicle turned over and I didn't know which way was up anymore. "Tye" I shouted, "Mum", he echoed. I looked over at him as a water bottle flew by and then a CD in a pink case, that contained my PowerPoint presentation for Gregg Singer's retirement party. I wondered quickly if that was my only copy.

"Please, please don't let us be hurt, please, please let Tye be OK." The car then abruptly came to a stop. I was lying on my side against the ground; I looked around for signs of blood. Tye was hanging from above. I had never been in a car accident before and the reality struck me hard. We had shattered glass around us but we seemed to be miraculously unscathed. "Are you OK Tye?" "I think so", he replied.



Crash site on Willis Point Road

There was movement outside and a young neighbour opened the door that faced the sky, he helped us out as more people began to arrive helping us with blankets and reassuring words. We both spent the morning at the Saanich Peninsula Hospital and amazingly enough we were both checked out with very minor bruising.

The next day when I went to visit my car at the towing company and saw the damage done, the full authenticity of the how lucky we both were to have survived let alone without any injuries! But I don't think anything scared me more when I went to the exact spot where we flipped over and I saw the huge outcrop of rocks only inches from the bushes where we landed. The story could have been much different.

My son, who has a sense of humour, had to write of his day out with his mother and it went like this:

Dear Teacher,

I was unable to complete my report on "a day with my mother". I thought she worked for Gordon Campbell but I found out she is a stunt driver in the film industry. We were driving to her supposed place of employment when we careened off the road and rolled the family auto. I was left hanging upside down and my mum screamed "Do Not Move!" I always do what she says. After a short trip to the local emergency dept. we went home. I was too nervous and stiff to do anything. I have learned a lot from your assignment as I did not know that my mother led such an exciting life. Later my Dad said "Suck it up and get your soccer gear!" I am not feeling good but I always do what my Dad says. Tonight I have been in a car crash and gone to a soccer practice. My mum has had 3 glasses of wine and seems to feel better. She says I am too young to get this form of treatment. I do not feel good. Thanks for this great assignment but I did not know it would hurt.

Sincerely,

Tye Fitzpatrick



Interested in the career paths of MoT employees?

See their profiles on the EAF's CSI website at:

<http://gww.th.gov.bc.ca/EAFcsi/profiles.asp>

Greetings from the New Provincial Permit Center

Submitted by Lyn Ashcroft and Julie Willsie

Located in the Dawson Creek Government Building, this center has been established in Dawson Creek to issue commercial permits for all of the Northern Region and will transition to the whole province

by November 2007. It was opened here because at the time, the Dawson Creek area was issuing over 40% of the permits for the province. We have been here for a couple of weeks and are all getting used to our new surroundings. What a change, we have more elbow room now. Unfortunately, our days of bumper cars are over, as well as having to run the water in the bathroom so that no one hears you.

There have been challenges adjusting to the new phone system (a headset or two) – and we are still unpacking boxes.

Dianne Young, CVSE Administrative Assistant, is very happy to have some more people in the office, so she is not alone anymore. Terry Morris, CVSE Program Manager, has an office with real walls along with all the “caution signs” to boot. Thanks to all the people that helped put the office together. Special thanks to Wade Johanssen for helping with the phone system and fixing and attaching the printers for us.

Last but not least, we would like to thank all the weigh scale inspection staff for their help and patience during our transition.

Photos show the old and new offices. Imagine 12 people working in a space of 14' x 18' with four desks, four computers, four phones and a six-foot counter with a customer waiting area. We also learned to share our space with the furry friends in the basement!



Old Office



New Office



This gorgeous photo of Okanagan Lake at Peachland was taken in early January by Bill Sparkes, Deputy Approving Officer, Okanagan Shuswap District in Kelowna.

Meeting of the Minds

Submitted by Shanna Mason
Director, Field Services

Over the week of November 21st, Provincial Field Services held its annual fall Project Supervisors' meeting. This meeting provides the permanent and acting project supervisors an opportunity to come together and discuss the successes and learning opportunities from the previous construction season. It also allows other groups within the Ministry to interact with Field Services and share ideas.

I'd like to thank everyone that participated in the meeting this year. It was a real test of dedication for many...having to travel all the way to Prince George in the winter - and winter it was! (Sorry about getting snowed in, John. It was all Dave's idea to hold it in PG. Honest.)

To the Field Services Management Team, thanks for taking such an active role in planning and running the meeting...you make my job easy. To those FS employees that presented their project learnings...much appreciated.

Special thanks to the following guest speakers:

John Dyble
Dave Duncan
Rodney Chapman
Scot Mortimer
Betty McCaw
Rob Sarrazin
Greg Gilks

Peter Milburn
Kevin Richter
Alison Meredith
Geoff Freer
Bill Rose
Suzanne Watson

And, on a last note...all I can say is:

Tooth brush and tooth paste in Quesnel...\$3.29...Quiznos sub in Williams Lake...\$5.99...Nine hours face time with the Deputy Minister driving through the storm...
Priceless!

Submit your photos online at:
www.th.gov.bc.ca/ImageGallery/home.aspx

Thanks for All You Do!

Thank you Lisa!

In December, 2006, John Dyble presented Lisa Gow with a plaque in recognition of her significant contribution to our Ministry's Employee Advisory Forum. The Forum was initiated by John and Lisa served for more than a year as its first Chair, helping to establish this initiative and set the stage for its ongoing success. Chairing a fifty member team of employee representatives from around the province could be daunting! Lisa patiently and thoughtfully helped guide the Forum, however, ensuring that it retained its grassroots focus while serving as a valuable conduit both to and from our Ministry Executive Team. This plaque was commissioned by the Forum and was presented to Lisa by John at a meeting

where the torch was passed to Grant Lachmuth as the Forum's new Chair. Well done Lisa!



Never Too Old...

Submitted by Bill Smith, Project Director, Okanagan Corridor

Most Canadian kids buy a plane ticket to Amsterdam, sew a "Maple Leaf" to their backpack, and trek around Europe when they are 18 or 20. Well, I did it at 58 and had a great time.

Aside from attending the "World of Concrete" convention in Orlando in 1998, I had never been east of Leithbridge or south of Spokane, and figured it was time to see part of the world. I read Rick Steves' book *Europe Through the Back Door*, visited a travel agent in Nelson, bought my tickets, and left a voice-mail message and Outlook notice saying I was gone for five weeks.

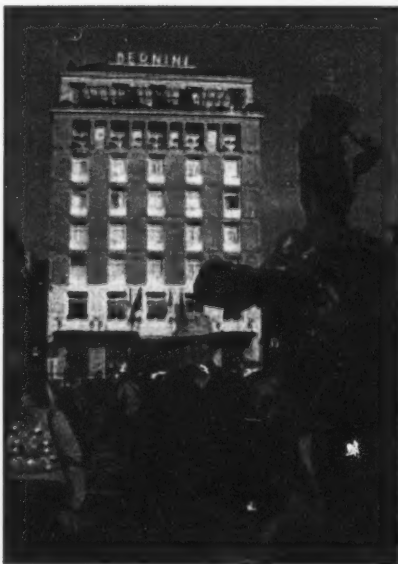
I spent three days in Amsterdam, joined a small tour in Italy and Greece for 15 days, spent almost a week in Turkey and visited Luxor, Aswan and Cairo in Egypt. My tour group in Italy was comprised of two Aussies, the guide and myself. I met my brother and sister-in-law in Turkey, and did the rest on my own with a phrase book. I walked 20 km or more every day, and saw everything I could between 8:00 a.m. and 9:00 p.m. October was a great time of year to travel because the weather was 25 to 30 every day, and there were fewer tourists.

I purposely stayed in modest hotels and ate in local restaurants, so that I



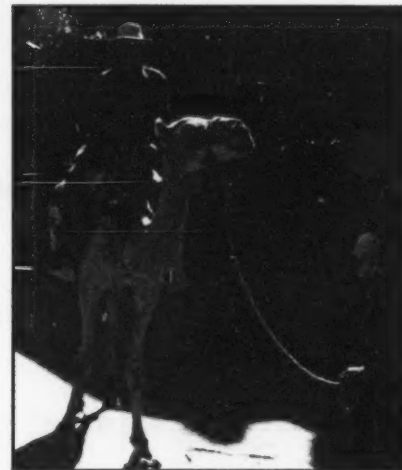
The tour group on the Cinque Terra trail above Vernazza, Italy.

would get the real feeling of the five countries and three continents I visited. Rick Steves' theory about travelling is correct, I packed too many clothes and didn't take enough money. Thank goodness for bank machines. I bought a 1GB card for my digital camera before leaving Canada, and took 1277 photos which I now torture friends and relatives with.

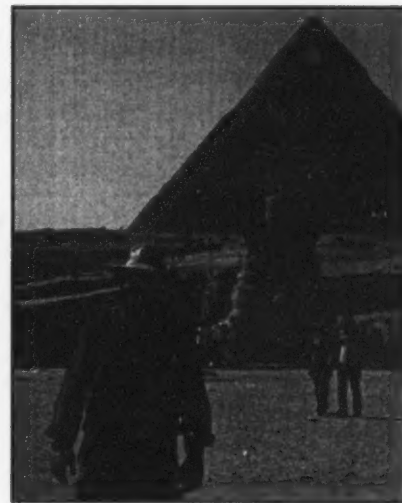


In front of the Bernini fountain in Rome, Italy.

For me, it was the trip of a lifetime. Travelling light, being on my own, and not having a committed itinerary, allowed me to do spontaneous things as the mood struck, such as booking a cruise on a Nile river boat two hours before it departed. Here are a couple of photos to prove that I actually left British Columbia.



Riding a camel in Egypt.



The Sphinx and one the pyramids in Giza, Egypt.

Another Successful Win-Win Negotiation

Submitted by Jeff Saby,
Area Manager, Kamloops East

Thompson Nicola District is the proud new owner of an augured pipe on the Yellowhead Highway at McLure, about 50 km north of Kamloops. The 2003 McLure forest fire destroyed water-retaining ground cover and forests leading to a run-off problem for local residents in McLure who were forced to sandbag their property to prevent flooding from this new 'creek'.



Roads Area Manager Jeff Saby says the pipe is part of a larger agreement reached earlier this year between the District and CN Rail. In the spring of 2006, the railway approached the Ministry to close several crossings to allow for construction of a siding just down the road in McLure needed to facilitate longer trains using the company's mainline from Alberta to the Lower Mainland. The agreement re-routed a local road to an existing

guarded crossing, with the Ministry accepting the new road for maintenance in exchange for installation of this pipe. With tight budgets in the Ministry, it was the perfect solution to a persistent problem, as well as providing a much safer crossing for local residents.

Get Your Beautiful BC Screen Saver Now!



The Employee Advisory Forum has been working hard to develop products and strategies that will help us improve employee engagement – give us each that “pep in our step” factor. One new item is a screen saver using photos of BC taken by MoT employees. It is amazing how many talented photographers we have out there!

See if you can name the locations of the various photos. How good is your BC geography? Come on Field Services, you should be able to ace this one! E-mail your answers to Jason Jackson before March 31st, 2007, to see who knows our province best. Group submissions are permitted. Future photos are also welcomed as we will be revising regularly. If you don't yet have the Beautiful BC Screen Saver, you can find it at http://www.th.gov.bc.ca/eaf/home_intra.asp

From Your Employee Advisory Forum

Lil'Wat First Nation Celebrates An Agreement With The Ministry



On December 15, 2006, the Lil'Wat First Nation (formerly known as the Mount Currie Indian Band) and Honourable Kevin Falcon signed an agreement to finalize a road deal for the Sea-to-Sky Highway.

The agreement provides for long term economic and employment benefits to the First Nation in return for the Province being able to widen the section of existing two-lane highway that runs through the First Nation's traditional territory and certainty that the corridor will be free from rights and further claims by the First Nation.

Honourable Falcon commended the deal as an example of a successful

partnership that will provide for better road infrastructure, more jobs, employment training and a chance for the Lil'Wat First Nation to take advantage of economic opportunities along the Sea-to-Sky corridor.

Chief Leonard Andrew is very pleased with the road settlement and opportunities that will flow out of the project for his community. Major benefits include the transfer of 600 acres of Crown land to the Lil'Wat, along with an option to purchase an additional 600 acres within 10 years of signing the final agreement. The First Nation will also receive \$1 million toward training, employment, and advice on joint ventures to increase business opportunities.

The agreement also provides for ongoing consultation to resolve a number of outstanding issues between the parties, including the reconciliation of historical grievances involving the Duffy Lake Road resumption at Mt. Currie in 1990. Other topics of consultation include the Ministry's commitment to undertake local road improvements requested by the First Nation as well as the development of a Crown land accommodation protocol that will set out how the Integrated Land Management Bureau and the First Nation can work together on matters of mutual interest.

"This beneficial agreement illustrates an excellent partnership between the parties," says Nick May, Senior Manager, Properties and Business Management Branch, "and a new beginning to reconcile the historic resumption of part of the Duffy Lake Road through Mount Currie. I could not be more pleased that the Ministry has been able to establish a new relationship with the Lil'Wat First Nation, as the basis for continued discussions and a good business relationship over the long term."

For more information about the Lil'Wat Sea-to-Sky Agreement, contact Nick May at (250) 356-8780.

Check out the
EAF website for
regular updates:

[http://www.th.gov.bc.ca/
eaf/home_intra.asp](http://www.th.gov.bc.ca/eaf/home_intra.asp)

Road Tenure Agreement With Williams Lake First Nation



Five years after a number of significant legal cases in Canada have dramatically altered the relationship between the Crown and First Nations, the Ministry is leading change to successfully negotiate a number of road settlements with First Nations.

Today's road agreements are a departure from the old way of dealing with First Nations and provide a foundation for a new relationship that incorporates reconciliation of historical road issues as well as provide lasting economic and employment opportunities for First Nations.

A recent settlement struck between the Ministry and the Williams Lake First Nation is a prime example. The agreement formalizes the transfer of 34 acres of land through Williams Lake I.R. # 1 to the province for road purposes in exchange for a number of benefits to the First Nation.

Chief Alphonse is extremely pleased with the Phase I negotiation – a transaction that provides for a new intersection on Highway 97 to access the First Nation's new golf course, a new sewer line, fencing, asphalt for the First Nation's subdivision, and an upgrade to Mission Road to current design standards.

"The deal represents an important partnership with the First Nation community," said Nick May, Senior Manager, Properties and Business Management Branch. "The agreement is an opportunity for the Ministry to rectify road tenure issues on Mission and Likely Roads and at the same time provides long term economic and employment benefits."

Chief Alphonse also applauded the province for stepping up to make the transaction happen, as it has been an arduous process for the parties to resolve long-standing historical grievances for the community. Nick May agreed, "It has been an extreme pleasure to work in partnership with the Ministry's regional properties staff to develop a business relationship with Chief Alphonse, the Council, and their advisors while working on this transaction."

The Ministry's ongoing Phase II discussions with the Williams Lake First Nation involves negotiations to acquire additional reserve lands as part of the project to four-lane Highway 97 from Cache Creek to Prince George.

Assisting the Prince Rupert Port Authority With First Nation Consultation

Prince Rupert, a jewel on the northwest coast of British Columbia, is making moves to become a major gateway for trans-Pacific trade, investment, and tourism. With investments of \$60 million in 2005 from the Province and the Federal Government, the Prince Rupert Port Authority (PRPA) is speeding ahead with its plans to expand the size of the container terminal, double the share of Asia-Pacific container traffic, and create

45,000 new jobs over the next 15 years. Expanding the Port's marine infrastructure, however, took an unexpected pause when two local First Nations, the Metlakatla and Lax Kw'alaams, joined forces to raise concerns about aboriginal rights and title to the lands under development. Enter in the Ministry of Transportation who is assisting the PRPA to acquire provincial Crown Land required for Phase II of the development – lands which are subject to First Nation consultation as part of the Province's legal obligations before finalizing decisions that may potentially impact aboriginal interests.

To assist the PRPA with its consultation obligations, Nick May, Senior Manager, Properties and Business Management Branch, and Phil Christie, Director of Land Management, Partnerships Branch, are happy to lend their expertise to the situation and ensure that First Nation consultation requirements are properly fulfilled. To facilitate the discussions, the PRPA hosted Ministry representatives at their offices in Prince Rupert, providing a field and air tour of the port expansion activities and offering their cooperation to smooth the way for First Nation involvement in spin-off economic and employment opportunities. "This is an important initiative for the Ministry and for government" says Nick May. "We are happy to support the PRPA with their ongoing discussions with First Nations."

For more information about this consultation initiative and the William Lake Road Tenure Agreement, contact Nick May at the Properties and Business Management Branch at (250) 387-8780.

Kye Bay Road

Submitted by Matt Choquette,
Project Manager

Kye Bay Road is the only access to and from the Kye Bay residential area in the Comox Valley. A steep section of the roadway leading down to the community has been known to be a slide area since the mid-to late 1950's. Sometime between 1960 and 1980, a timber-piled retaining wall was constructed to stabilize the failing road base.

Initially, the Kye Bay project involved the replacement of this fatigued timber-piled retaining wall with a new metal bin wall. The construction went very well and was completed on time and budget in the middle of October 2005.

Shortly after completion, the new asphalt began to crack over the highest sections of the new bin wall. The Ministry was quick to engage a

monitoring program and the wall was found to be moving. The monitoring continued as the weather grew worse and Emcon made a great effort to continually seal cracks and divert surface water in an attempt to keep the sub grades dry. However, by December, the outside lane of the roadway had a large depression in it and the wall movement was accelerating.

Emergency works were implemented and the outside lane was closed with cones and barricades putting the roadway into a single-lane alternating scenario. The Ministry then secured leases on three private properties below a 50-metre section of the bin wall for Emcon to construct a lock-block buttress wall to support the slope beneath the bin wall to prevent a total failure.

The remedial design showed the fix would involve the installation of a Soldier Pile wall to be placed in front of the failing section of bin wall. As

the retaining wall is very visible to the community, a decorative concrete lagging panel would be used between the piles. An open house was held for the residents to view some graphic drawings of the finished product and the design was received very well.

The ocean side community in Kye Bay has 130 residents using one access road so the biggest part of the job was public communications and traffic management. The plan had to consider school buses, mail delivery, the Handy Dart and immediate access for emergency vehicles.

During construction the contractor and Ministry rep worked closely with the community by providing daily updates to the traffic plan and by sharing the construction schedule and status. A sign board was posted on site and a phone number was provided for 24/7 information. The recorded message was updated throughout the project and also provided access to a



After the completion of the first contract with the new bin wall and road. Note how close it is to the houses. The roadway has already started to break up as you can see by the single-lane traffic sign.



The area that failed – the pedestrian fence was left unfinished here in order to facilitate the monitoring.



Kye Bay Road (only access for the community) this is what the residents had to drive through during construction.

continued on page 19

Kye Bay Road (continued)

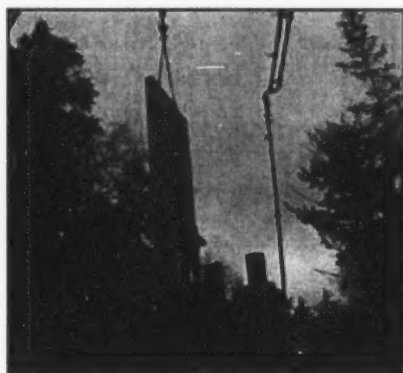
real person if there were questions or concerns. The local chairperson for the Rate Payers Association acted as a contact person and channelled e-mail between the community and the project team.

The new pile wall was completed the week before Christmas and the roadway was cleaned up and put back to two lanes. This was a welcomed milestone for the community who celebrated by bringing hot chocolate, gingerbread men and Christmas cards to the crew members on site.

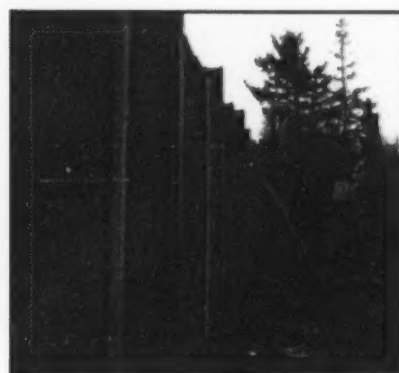
The project is scheduled for final paving this June and currently has a Blue Chip surface. The guardrail and pedestrian fence are temporary but will be completed after the new asphalt is placed.



The new pile wall going over the failing bin wall.



Decorative concrete lagging panels being installed between the piles.



Close-up of how the new soldier pile wall looks with its decorative panels.



You Just Never Know What You're Going To See...

...at the office Christmas party. Interesting headwear Deborah!

Share your MoT Photos!

Submit your photos online at:
www.th.gov.bc.ca/ImageGallery/home.aspx



Christmas Decorating Contest

Submitted by Jeff Wiseman
District Operations Manager

Penticton MoT captured second place with their entry in the annual office Christmas decorating contest. MONTY the MAINTENANCE MOOSE and CAPTAIN COHIBA were a group effort.

Full mount bull moose was courtesy of Penticton conservation officers, snow plow is tailgate from MoT unit, snow avalanche programs provided rescue dummy – not visible in photo is rear “sander”.



Staff Roundup

Who's doing something new?
The following folks not mentioned elsewhere in the Road Runner have received new assignments between November 1 and December 31, 2006:

Southern Interior Region

- Jim Helgeson, Operations Manager, Quesnel
- Glenn Olleck, A/DMT, West Kootenay District, Nelson

Northern Region

- Renée Mounteney, Operations Manager, Dawson Creek
- Rob Struthers, Regional Project Manager, Prince George

Who's New at MoT?

The following folks not mentioned elsewhere in the Road Runner are new to MoT October 1 to December 31, 2006:

South Coast Region

- Mark Goodhelpsen, District Development and Operations Technician, Saanich
- Pat Harkness, Emergency Preparedness Manager, Burnaby
- Kirk Illingworth, Snow Avalanche Technician, Hope

Southern Interior Region

- Danielle Campbell, Administrative Assistant, Regional Director's Office
- Matt Foley, Snow Avalanche Technician, Kootenay Pass

Northern Region

- Daniel Withrow, Commercial Transport Inspector, Dawson Creek

Headquarters

- Billy Brix, Co-op Student, PBMB
- Jennifer Hardy, EIT, Victoria
- Barb Romanaki, Manager, H.R. Planning and Development

Weather Bomb

At last report, the South Coast Region has been hit with an unprecedented 15 storms since Nov. 15, 2006, bringing fierce winds, and record amounts of rain and snow. These photos show some of the significant damage to transportation infrastructure.



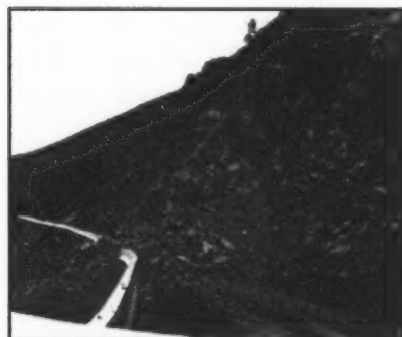
Englishman River, near Parkville



Head Bay Road, Gold River to Tahsis



Hwy 3, 2 km East of Hope



Hwy 12 at Texas Creek



Hwy 28, Saunderson Bridge



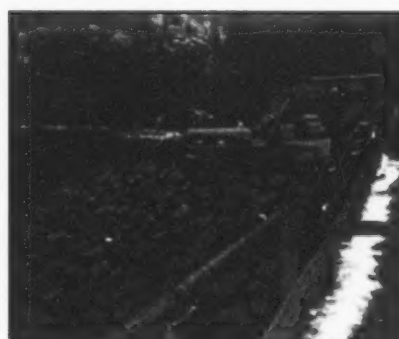
Road to UBC



Thelwood Bridge, Western Mines Road



Muchelet Drive



Buttle Lake Road, Comox Valley